

### **Guideline C-5: Structured Parking Entrances**

photo by Weinstein AU    The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

#### *Examples*

- Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis. Sometimes the relative importance of the garage entrance can be reduced by enhancing the pedestrian entrance.
- Locate the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
- Recess the portion of the facade where the entry is located to help conceal it.
- Extend portions of the structure over the garage entry to help conceal it.
- Emphasize other elements of the facade to reduce the visual prominence of the garage entry.
- Use screening and landscaping to soften the appearance of the garage entry from the street.
- Locate the garage entry where the topography of the site can help conceal it.

### **Guideline A-8: Parking and Vehicle Access**

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

#### *Explanation and Examples*

Techniques used to minimize the impacts of driveways and parking lots include:

- Locate surface parking at rear or side lots.
- Break large parking lots into smaller ones.
- Minimize number and width of driveways and curb cuts.
- Share driveways with adjacent property owners.
- Locate parking in lower level or less visible portions of site.
- Locate driveways so they are visually less dominant.